

**CONFIDENTIAL**  
**INFORMATION REPORT**

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SUBJECT Transportation and Production of Liquid Fuels and Chemicals in the DDR

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1. On 13 December 1950, the export section of the SKK ordered 3,000 tons of paraldehyde transported from the Buna-Werke Schkopau to Shabinka without informing either DAIMA or MIAM. This shipment was to be made before 30 December 1950.
2. The following is a plan for the transportation of various chemical products by tank car for the month of January 1951:

a. Gasoline:

Administration for Foreign Trade

Gasoline

23.8 cars daily

Petroleum

12.9

Deutsche Kraftstoff-und Mineralol-Zentrale (DKMZ)

111.6

SAG Briketts

51.5

Land Brandenburg

0.4

Land Sachsen-Anhalt

0.2

Land Sachsen

4.8

b. Oil, coal tar products, and food oils:

Staatserwerke Nahrungs-und Genussmittel  
DKMZ

52.6 cars daily

SAG Briketts

60.5

DHZ Chemistry

25.

Magistrat Gross Berlin

80.4

Land Brandenburg

2.0

Land Sachsen-Anhalt

1.0

Land Sachsen

40.2

Land Thuringen

10.2

3.0

25 YEAR RE-REVIEW

CLASSIFICATION

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c. Acids and alkalis:

HA Aussenhandel (Administration for Foreign Trade)	0.8 cars daily
Handel und Versorgung	0.4
DIK Chemistry	74.5
Magistrat Gross Berlin	0.3
Land Brandenburg	0.5
Land Sachsen-Anhalt	1.0
Land Sachsen	0.6

d. Fuel gas, propane, butane, methane:

Land Sachsen-Anhalt	14.3 cars daily
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3. In addition to the above plan a special schedule has been worked out for the SKK for the transportation of gasoline, paraldehyde, and methanol amounting to 34.2 cars daily and for oils and fats amounting to 0.4 cars daily.
4. The gasoline plant at Boehlen is now engaged in producing a new type of liquid fuel which has an extremely low point of ignition, even lower than that for aviation gasoline. The new fuel is very clear and can only be transported in cars which have been specially cleaned and which are free from all normal gasoline fumes. The name given at present to this fuel is Mittelbenzin.
5. The daily loading capacity for the year 1951 has been planned for cars of all types at 22,750. This number includes 686.4 tank cars loaded daily of which 76.1 tank cars will be used for transporting gasoline for general purposes and 37.1 tank cars for transporting gasoline for the Soviet Military Authorities. Oil will be shipped at the rate of 0.4 tank cars daily for the Soviet Army.

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